

CLASSIFICATION ~~CONFIDENTIAL~~COUNTRY Czechoslovakia

REPORT

TOPIC 1. Vrchlabi (Hohenalbe) Airfield

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2. Air Activity Observed in the Ostrava (Machrisch Ostrau) Area

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

637786

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DATE OBTAINED

DATE PREPARED

26 July 1954

REFERENCES

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PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED

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1. The airfield north of Vrchlabi (Hohenalbe) (15°37'E/50°37'N) - Lanov (Langenau) (15°39'E/50°37'N) road was observed between May 1951 and July 1953. The landing field started about 500 meters west of the exit of Lanov (Langenau) and extended about 1 km. both along the road and east of the perimeter of Vrchlabi. The length of the landing field could not be observed from the road as the field slightly rose toward the north for about 100 meters and then apparently sloped. The sandy ground had a thin grass cover. No runway or taxiways could be observed. A mast with a windsock, a white-washed three-story brick building, about 15 x 15 meters, and a brick hangar about 30 x 15 meters, were located in the southwestern corner of the field. The hangar had an estimated height of about 3 meters at its southern side and about 4 m. at its northern side. The gate of the hangar could not be seen from the road. A former Reich Labor Service camp was located at the northwestern edge of the field.
2. Air activity was conducted only during the summer months, i.e. from May to approximately September. Throughout the day, flying was practiced with gliders which were towed to altitudes between 1,000 and 1,500 meters. The gliders always landed at Vrchlabi airfield. Sometimes, they made long flights along the southern slopes of the Krkonose (Riesengebirge). About 12 gliders, 2 biplanes, and 2 single-engine low-wing monoplanes, similar to the Bus-189, were stationed at the field.¹ Flight training was conducted by young Czech civilians some of whom seemed to be students and presumably were not stationed at the field. One or 2 sedans with civilian numbers were repeatedly observed near the building at the field.
3. Between June 1953 and March 1954, jet aircraft with considerably swept-back wings and without step in the fuselage were observed over Ostrava (Machrisch-Ostrau) (18°17'E/49°50'N). The aircraft were not stationed at Machrisch Ostrau airfield but usually approached from the northwest, circled over Machrisch Ostrau, and then departed toward the northwest. During February and March, these aircraft were seen almost daily when the weather was favorable. They always flew in individual elements of two several times daily and usually at an altitude of about 1,000 meters. On Air Day in September 1953, three elements crossed the airfield south of Machrisch Ostrau at short intervals.²

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4. Usually there was little air activity at Maehrisch Ostrau airfield. A commercial aircraft daily landed there. Furthermore, there was glider training mostly on Sundays.³ On Air Day in September 1953, individual parachute jumps were made from a twin-engine aircraft for about 1 hour. A total of about 30 jumpers were dropped from the aircraft which made several intermediate landings at the field. Four or 5 parachutists jumped from an element of two twin-engine aircraft. All of the jumpers were equipped with one chute. The parachutes opened after different times of descent. Finally, aerobatics were made from a single-engine low-wing monoplane. [REDACTED]

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1. [REDACTED] Comment. The aircraft strength and air activity observed at Vrchlabi airfield indicates that only pre-military training is probably being conducted there.
2. [REDACTED] Comment. The jet aircraft with swept-back wings, probably MiG-15s, which were observed over Maehrisch Ostrau possibly came from Prerov airfield, about 60 km. southwest of Maehrisch Ostrau, where an air force unit equipped with MiG-15s is believed to be stationed.
3. [REDACTED] Comment. Maehrisch Ostrau is a commercial airfield where also pre-military training is conducted. [REDACTED]

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